GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

STARRED QUESTION NO:656
ANSWERED ON:11.05.2000
SALARY AND PERKS OF PILOTS
MALYALA RAJAIAH

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India is unable to attract passengers inspite of all concessions and attractions offered by it;

(b) if so, whether the causes of continuous loss to Air India for the last six years have been analysed;

(c) if so, whether excess of salary and perks to pilots is one of the causes of loss suffered by Air India;

(d) if so, the details of remuneration and perks being paid to its pilots by Air India and other international airlines of Similar Status; and

(e) the steps proposed to be taken to run Air India as a professional business organization with a view to ensuring profits?

Answer

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV)

(a) : No, Sir.

(b) : The losses are due to increase in expenditure on account of interest and depreciation on new aircraft, reduction in yield due to increased discounting in the market and cost of operations, increase in wage bill and other staff cost and landing, handling and navigational charges, depreciation of rupee value, etc.

(c): Pilots are amongst the highly paid community in the aviation industry today. They do constitute a substantial share of the wage bill.

(d): Details are annexed.

(e): Air India has taken the following main steps to make them profitable and mroe professional:-

(i) improve the aircraft employee ratio
(ii) Develop brand loyalty through improved customer facilitation
(iii) Route rationalisation by re-deploying capacity on more profitable routes.
(iv) Maximise utilisation of the fleet
(v) Fleet rationalisation
(vi) Supplementing Air India`s core network with a secondary network of code share services through alliances with selected airlines
(vii) Use of information technology for yield management, customer services and scheduling.

ANNEXURE

ANNUAL GROSS INCOME OF COCKPIT CREW

(Including Flying Allowances)

CAPTAIN (COMMANDER)

AIRLINES	SUPERWIDE		WIDE		MEDIUM		EFFECTIVE DATES
	MIN	MAX	MIN	MAX	MIN	MAX	
AIR INDIA	4482279	4537333	4482279	4637333	4482279	4537333	01/12/1998
CATHAY PACIFIC	8605262	10898674	8605262	10898574	8605262	10898674	01/10/1997
UNITED AIRLINES	13792594	14077383	13120719	9034644	10575549	11578008	1997
LUFTHANSA AIR	4237401	8040648	4237401	8040648	4237401	8040648	1995
CANADA	4863742	6338592	4601766	6021782	NIL	NIL	1997
EMIRATES	4545340	6292890	4545340	6292890	4545340	6292890	1997

QANTAS NIL NIL 559832 591500 531206 585078 1995

FIRST OFFICER

AIRLINES	SUPERWIDE		WIDE		MEDIUM		EFFECTIVE DATES
	MIN	MAX	MIN	MAX	MIN	MAX	
AIR INDIA	3272807	3318919	3272807	3318919	3272807	3318919	01/12/1998
CATHAY PACIFIC	6924270	7773842	6924270	7773842	6924270	7773842	01/10/1997
UNITED AIRLINES	4088311	10024504	3886652	9636927	3541265	8140717	1997
LUFTHANSA	2720340	4698729	2720340	4698729	2720340	4698729	1995
AIR CANADA	2758184	4342130	2634564	4148248	NIL	NIL	1997
EMIRATES	3535140	4442090	3535140	4442090	3535140	4442090	1997
QANTAS	NIL	NIL	370474	431522	323726	378274	1995

Rate of exchange as on 1.1.1998

Canada CAD = Rs.26.17
Hongkong HKD = Rs.04.70
German DEM = Rs.20.53
Emirates ADH = Rs.09.91
Australian AL = Rs.26.16
U.S. USD = Rs.43.00